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CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]

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# INFORMATION REPORT

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SUPPLEMENT TO REPORT NO.

25X1X6

## Adler Airfield (43° 26'N, 39° 00'E)

1. The following is an explanation of Attachment No. 1:

No. 1 is the area ~~of the village of Adler~~ <sup>of the village of Adler</sup> ~~of the village of Adler~~.

No. 2 is the Adler railroad station, situated on the west edge of the village of Adler. The last house is about 50 meters away from the station.

No. 3 is a hangar of unknown construction. Its roof, has the shape of an arch, and is covered with earth on which grass grows. This hangar provides room for only one airplane. [REDACTED] inside the hangar, a twin-engine military aircraft on which small repairs were being made. The technical personnel working there belonged to the Soviet Air Force. Civilians are forbidden to go near it. The distance between the public highway and the hangar is about 800 meters, and the distance between hangar No. 3 and road No. 17 is about 10 to 15 meters.

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No. 4 is a one-story wooden building. It is used as a barracks for the soldiers serving at the airfield.

No. 5 is a small building where the radio of the airfield is installed. The aerial is on the roof of buildings No. 5 and No. 7. The mast of the antenna is an ordinary one. The director is an Air Force colonel (name unknown). This radio belongs to the civil service. The personnel who operate it, ~~a few men and three women~~ <sup>and civilians</sup>. Two men are radio assistants; the other two are radio operators. Two of the women issue tickets, and one is a radio operator. Building No. 5 is divided into the following rooms: radio room, director's office, ticket office, and medical office.

No. 6 is a hangar, used as a baggage room. Here, the passengers' luggage is stored and weighed. The luggage stored here is not controlled.

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- No. 7 is a two-story building made of wood. The first floor is used as a restaurant and the second floor as a dormitory with 15-29 single beds.
- No. 8 is a two-story building made of stone. Construction of this building began in 1947. Upon completion, it will be used for the accommodation of the services of the airfield.
- No. 9 is a concrete strip 700 meters long and three (sic) meters wide, parallel to road No. 17. This strip is used when it rains. The departing airplane picks up passengers here because many parts of the airfield are flooded.
- No. 10 is a landing strip, made of concrete, about 10 meters wide and 6,000 meters long. This landing strip is not flooded when it rains. It cannot be used by two airplanes at the same time, but an airplane can turn on the strip.
- No. 11 is the surface of the airfield. It is covered with grass.
- No. 12 is a place where passenger airplanes are usually stationed.
- No. 13 is a wooden road bridge on the Bzyb River.
- No. 14 is a railway bridge on the same river.
- No. 15 is a railway line.
- No. 16 is a public highway.
- No. 17 is an asphalt road leading to the village of Krasnaya Polyana. The distance from the point where this ~~side road from highway~~ No. 16 begins to Krasnaya Polyana is 55 kilometers.
- No. 18 is the Bzyb River.
- No. 19 is an old cart road, which connects road No. 17 with the public highway.
- No. 20 is an old iron bridge, constructed during the Tsarist era.
- No. 21 is a small village, called Mlntovka (sic).
2. Adler airfield is used as a military and civil airport. It is in use throughout the year, although it is flooded on rainy days. Auxiliary strip No. 9 was constructed for this reason.
3. Airplanes land on the east side of the field, with their backs to the sea, and take off on the west side toward the sea. The airfield is in use in all weather, except when there is a low ceiling. In such cases, the signal not to land is given, and the plane lands at another airfield. The take-off can be made in any weather.
4. Nearly all of the airfield is covered with grass. It is quite level. There is a slight inclination on the east side, towards the Bzyb River, where the rainwater runs. This condition is caused by a lack of special drainage facilities.
5. Military planes which land at the field are guarded by armed soldiers; non-military planes are guarded by civilians.   no other security measures were taken. 25X1
6. Tickets are issued by a special office in Sochi. The airfield ticket office sells tickets when all seats are not sold by the Sochi office. In such cases, anyone can obtain a ticket by tipping the girl in the ticket office and showing his identity card.

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7. Military planes which land at the airfield are usually twin-engine. A few are single-engine. Usually, there are from three to five aircraft at the field. Most of the civilian planes are twin-engine, 22-seaters of American (Douglas) and Russian makes.

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8. About four planes arrive and four leave the airport daily. Arrivals take place during the afternoon. The time of departure is between 6 a.m. and 9 a.m.

9. The airlines which make stops at Adler are the following:

- a. Adler - Krasnodar - Rostov - Staling - Moscow
- b. Adler - Rostov
- c. Adler - Odessa
- d. Moscow - Staling - Rostov for Krasnodar - Adler
- e. Sukhumi - Tbilisi and return
- f. Batum - Sukhumi - Adler - Krasnodar - Simferopol -  
Odessa and return, every second day

Babusheri Airfield (42° 52'N, 41° 08'E)

10. This is mainly a civil airport. It is constructed in the center of the village of Babusheri. Houses are built around the airfield.

11. [redacted] only a few airplanes on the field in June 1948. At that time, two passenger airplanes, 22-seaters of Russian make, were on it.

12. The landing strip is made of concrete. The surface of the airfield is covered with grass.

13. There are two buildings, one for offices and the radio and the other for the restaurant and waiting room. Both these buildings are made of wood and are situated on the east side of the airfield.

14. The airfield is about two kilometers long and 1½ kilometers wide.

Eshiry Airfield (43° 06'N, 40° 55'E)

15. This airfield is located seven or eight kilometers northwest of Sukhumi. It is bounded by the coast to the south, the railroad track and public highway to the north, the Gumista River to the east, and the dry bed of a stream to the west. It is about 1,500 meters long and 1,000

[redacted] bear the [redacted] for train-  
[redacted] there were more than five such biplanes  
[redacted] from two to four twin-engine passenger airplanes. [redacted] usually  
[redacted] the line to the village of Pskhou (sic), situated on the mountains  
about 80 kilometers away. They usually transport provisions to Pskhou and

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## 17. Airlines from Eshiry:

- a. Eshiry - Moscow # - One twin-engine airplane to and fro daily.
- b. Eshiry - Psldhou - Regular daily communication, especially during the spring.
- c. Eshiry - Adler - Single engine biplanes, which also carry mail.
- d. Eshiry - Sochi - Single engine biplanes, which also carry mail.
- e. Eshiry - Kutaisi - Single engine biplanes, which also carry mail.

18. The airfield has no paved landing strip. When landing, the planes go from west to east. They take off in the opposite direction, from east to west.. On rainy days in winter, the airfield is not muddy but is out of use because of the standing waters.

## 19. Explanation of Attachment No. II is as follows:

No. 1 is the entrance to airfield.

No. 2 is a two-story stone building, where the director of the airfield, personnel, and certain workmen are lodged.

No. 3 is a small one-story building for storing baggage.

No. 4 is a dining room for the personnel of the airfield.

No. 5 is a two-story stone building where the radio and the offices of the airfield are installed.

No. 6 is a hangar, used as a garage. There are four motor vehicles, one of which is of M.I. make for the director. There are two buses, one GAZ and one ZIS, and a ZIS truck.

No. 7 is a hangar, where the small [ ] single-engine biplanes are repaired.

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No. 8 indicates bushes along the bank of the Gumista River, making a natural hedge.

No. 9 is a wooden fence  $1\frac{1}{2}$  meters high.

No. 10 is a wire fence adjoining the wooden fence.

No. 11 is a ditch constituting the west natural boundary of the airfield. Planes landing from west to east begin to touch ground after flying over the ditch, and then follow the direction of the arrow (No. 12). When they take off, they follow the opposite direction (No. 13) and are airborne before reaching the ditch.

20. This airfield has no facilities for night landings. After 4 or 5 p.m., all planes on the airfield must spend the night there.

21. The Eshiry airfield, which is also called Sulchumi airfield, is protected from the wind. It can be used all year. Landings and take-offs can occur even when the airfield is flooded.

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22. There are reportedly about 20 persons employed at the airfield. They are:

- a. Director.
- b. Deputy director.
- c. Two employees in the ticket office, one of whom is a woman.
- d. Three clerks, one or two of whom are women.
- e. A Russian technician for the [ ] airplanes, and an engineer with three or four assistant mechanics.
- f. From five to seven drivers and mechanics.

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23. Personnel of Eshiry Airfield:

- a. Naatsian, an Armenian, is director of the airfield. He is a resident of Sukhumi.
- b. Galustian, Miso, of Armenian origin, works in the baggage room (No. 4). He lives in the village of Gumista, situated near the road bridge of the same name.
- c. Artsil, chauffeur of the director.

24. The office of the Eshiry airfield in Sukhumi is situated on Lenina Street at the end of the road by the waterfront. The personnel of this office consists of the director, named Nachgepia, a civilian of Megrelo origin, who is a resident of Sukhumi; and a Russian woman, [ ] does not know.

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Vnukovo Airfield (55° 30'N, 37° 00'E)

25. This airfield is situated 45 kilometers west of Moscow, on the public highway leading from Moscow to the town of Mozhaisk. It extends immediately to the north of the public highway mentioned above.

26. The following is an explanation of Attachment No. III:

No. 1 is the Moscow area.

No. 2 is a branch of the highway towards the south.

No. 3 is the airfield area.

No. 4 is a small square in front of the airfield. Passengers who arrive at the airport and wish to go to Moscow leave from this square.

It is also the terminal of the bus transportation.

It is a strip constituting the east natural boundary of the airfield.

Planes landing from Moscow to the airport.

Planes taking off from the airport.

Planes taking off from the airport.

Planes taking off from the airport.

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No. 7 is a hangar, where the repair shop is installed. The framework of this shed is made of iron. It has an arched roof. Only two planes can be repaired in it at the same time.

No. 8 is a small house, where buses stop and tickets are issued.

No. 9, 10, and 11 are three buildings where the dining room and the dormitories of the airfield personnel are located.

No. 12 is a small side road leading to buildings 9, 10, and 11.

No. 13 is a fence along the south side of the airfield. It is one meter high and consists of posts and rails. It permits a view of the airfield.

27. The landing strips of this airport are perfect and are made of concrete.

28. There is considerable traffic at this airfield. It is for the use of civil aviation only, and is considered to be one of the main airports around Moscow. [redacted] the entire field, with the exception of the landing strips, was full of airplanes. Most of them were twin-engine planes. Only a small percentage of them were of a special type, which were also twin-engine aircraft with their bodies running parallel to the ground. They are very probably called Kostilev.

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[redacted] Comment: Previously reported as Eschou in [redacted]

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# SKETCH MAP OF ADLER AIRFIELD (NOT TO SCALE)

## EXPLANATION

- PUBLIC HIGHWAY
- GRAVEL ROAD
- CART ROAD
- AIRFIELD BOUNDARIES
- RIVERS

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Attachment I

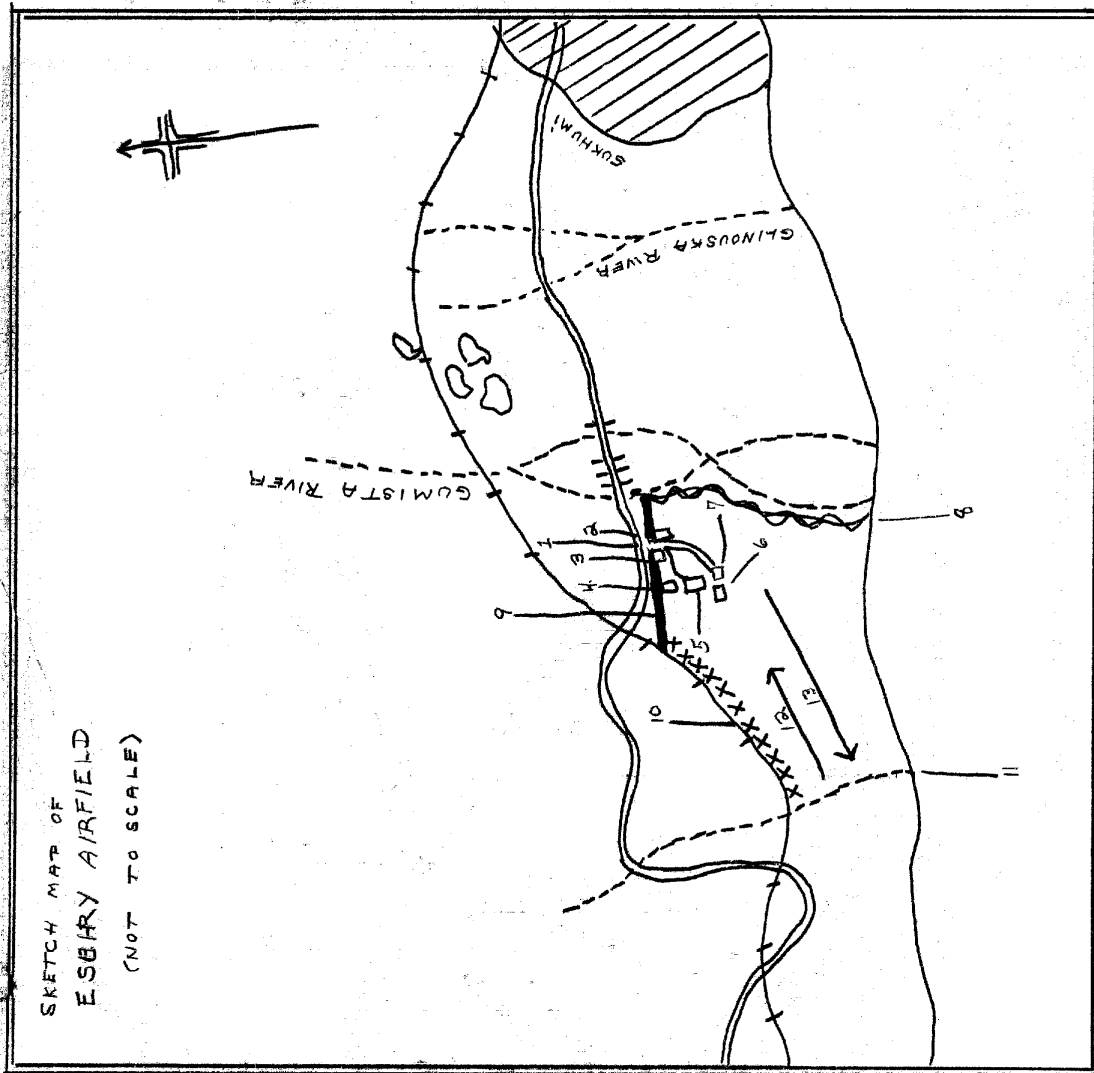


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Attachment II

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SKETCH MAP OF  
ESBRV AIRFIELD  
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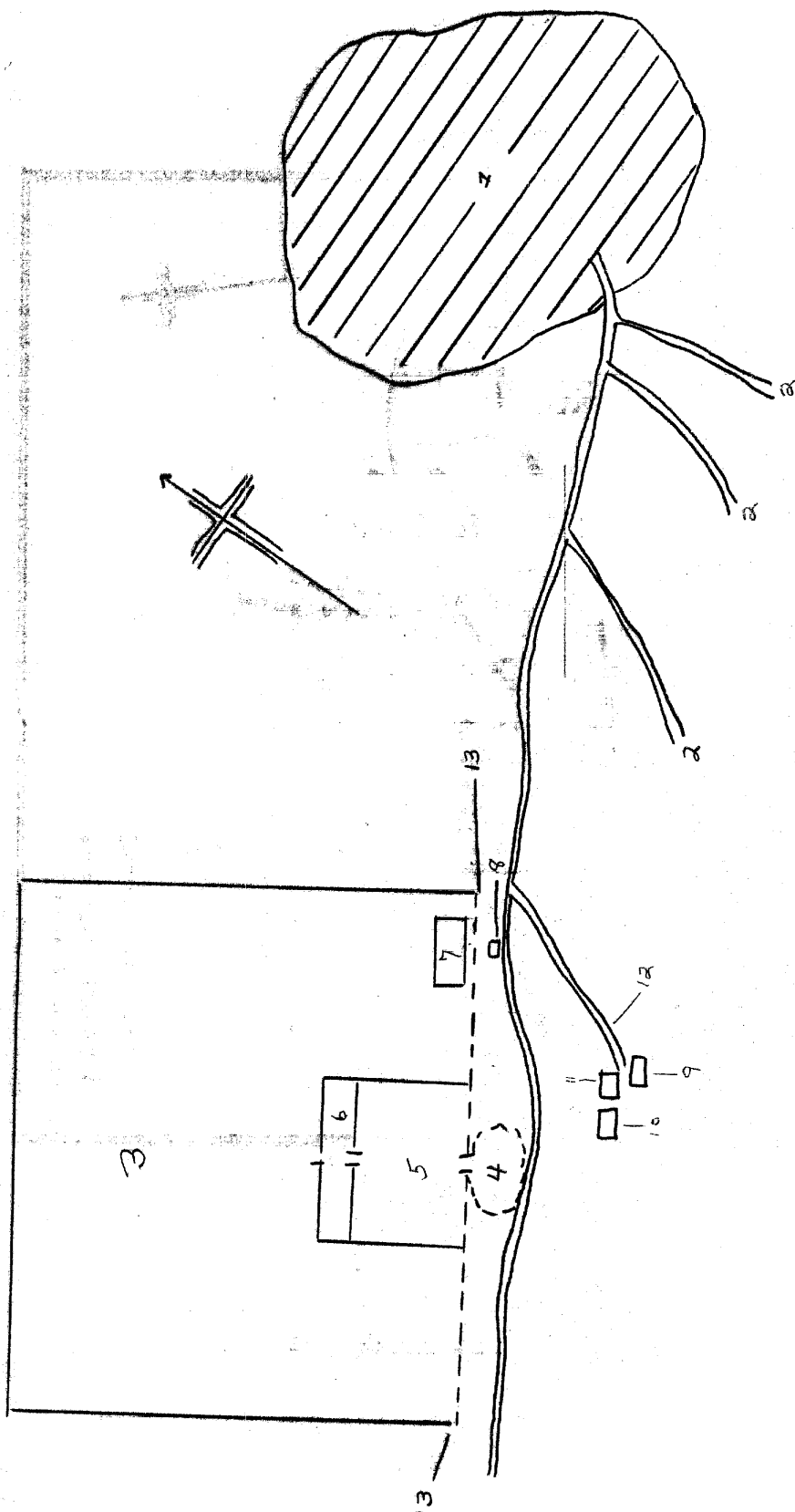
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Attachment III



Vnukovo Airfield  
(not to scale)

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